



Airport Charges Agreement Maastricht Aachen Airport



MAASTRICHT AACHEN AIRPORT BV
EFFECTIVE AS OF 1 JANUARY 2026

ALL AMOUNTS STATED IN THIS AIRPORT CHARGES AGREEMENT ARE EXCLUSIVE OF VAT

Maastricht Aachen Airport B.V., operator of the designated airfield Maastricht Airport,
Whereas the Airport Charges Agreement in force require a revision as of 1 January 2026 fixes:
CHARGES FOR AIRCRAFT OPERATING AT THE DESIGNATED AIRFIELD MAASTRICHT AIRPORT,
laid down in the Airport Charges Agreement.



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ARTIKEL 1: DEFINITIONS

- a. **Airport:**
The designated airfield, "Maastricht Airport".
- b. **The company:**
The operator of the designated airfield "Maastricht Airport" : Maastricht Aachen Airport Inc.
- c. **Natural day:**
A twenty-four hours' period counting from the time of landing of aircraft at the airport.
- d. **Aircraft:**
Aircraft heavier than air and equipped with a propulsion device.
- e. **Weight:**
The maximum certificated take-off weight, i.e. the maximum permissible total weight with which the aircraft, in accordance with the certificate of air worthiness, may take off under the most favourable circumstances (Maximum Take-Off Weight – MTOW).
- f. **Certificate of airworthiness:**
The valid certificate of airworthiness issued by the competent authorities for the aircraft or the certificate of equality issued by the competent authorities under international agreement.
- g. **Passenger fee:**
Fee according to passengers computed according to the number of passengers at departure of the aircraft from the airport on a scheduled or non-scheduled commercial flight with a destination elsewhere or on flights whereby use is made of the departure hall of the airport.
- h. **Point-to-point flight:**
A flight whereby the aircraft lands at an airport other than the one from which it has taken off.
- i. **Overshoot:**
A landing procedure with a continued take-off without the aircraft touching the runway.
- j. **Local flight:**
A flight after which the aircraft lands at the same airport as the one from which it has taken off without having made an intermediate landing at another airport; the overshoots at the airport are herewith likewise regarded as local flights.
- k. **Chapter 2 aircraft:**
A civil subsonic aircraft, certified under the standards referred to in Annex 16, volume 1, Chapter 2, to the ICAO convention (fifth edition, 2008).
- l. **Parking:**
Making the aircraft stay in the open air.
- m. **Owner:**
The owner, holder and user of an aircraft or their respective authorized representatives.
- n **Passenger:**



Occupant of an aircraft not belonging to the aircraft crew.

o. **Transit passenger:**

A passenger arriving at the airport on an on-going flight and subsequently departing with the same aircraft (or with a replacing aircraft because of a breakdown) without having left the customs area.

p. **Transfer passenger:**

A passenger arriving at the airport by aircraft and subsequently departing from the airport by another aircraft (not being an aircraft replacing the first aircraft because of a breakdown).

q. **Service passenger:**

An official of an airline company who by order of his/her company and exclusively for company purposes departs from the airport to elsewhere for the purpose of carrying out work by contractual obligation, provided that the nature and purpose of the flight has been clearly expressed on the passenger ticket, on the understanding that ON BEING ASKED this is to be demonstrated to the satisfaction of the company.

r. **Security Charge:**

The fee due to costs for safety measurements made by the company at the airport, as laid down by the government, according to the number of passengers, the moment the aircraft takes-off from the airport for a scheduled or non-scheduled commercial flight or another kind of flight indicated by the government.

s. **Test run:**

Testing of aircraft engines after overhaul, control or repair in open skies, in which the engines are mounted on the aircraft.



ARTICLE 2: LANDING AND TAKE-OFF FEES

2.1. Introduction

For the landing at and take-off from the airport of an aircraft, landing and take-off fees are due to the company the level of which is determined by the following factors:

- I. the weight of the aircraft classified in Code A1 up to A9 (2.2.1.) and Code B1 or B2 (2.2.2.);
- II. the number of passengers on board at departure of the aircraft from the airport (this factor hereinafter to be referred to as the fee according to passengers Code C1 (2.3) and security charge Code C2 (2.4);
- III. the time of the landing or take-off.
- IV. During special events, a surcharge of 25% can be submitted on landing fee.

2.2. Computation principle

For the computation of the landing fee a distinction is made between:

- point-to-point flight (2.2.1.);
- local flight (2.2.2.).

2.2.1. In case of a point-to-point flight the landing fee will be computed as follows:

CHARGES OVERLAND FLIGHTS MAA 01-01-2026 - 31-12-2026				
CODE	CHARGES LANDING OR START	UNIT	CHARGES LANDING OR START 07:00-18:59 hrs It	CHARGES LANDING OR START 19:00-06:59 hrs It
A1	Aircraft MTOW ≤ 3.000 kg	charge	€ 19,17	€ 25,88
A2	Aircraft MTOW > 3.000 kg ≤ 10.000 kg	charge	€ 46,88	€ 63,29
A3	Aircraft MTOW > 10.000 kg noise category A	per 1.000 kg MTOW	€ 5,96	€ 8,05
A4	Aircraft MTOW > 10.000 kg noise category B	per 1.000 kg MTOW	€ 4,77	€ 6,44
A5	Aircraft MTOW > 10.000 kg noise category C	per 1.000 kg MTOW	€ 3,87	€ 5,22
A6	Aircraft MTOW > 10.000 kg noise category D	per 1.000 kg MTOW	€ 2,98	€ 4,02
A7	Aircraft MTOW > 10.000 kg noise category E	per 1.000 kg MTOW	€ 2,69	€ 3,63
A8	Aircraft MTOW > 10.000 kg noise category F	per 1.000 kg MTOW	€ 2,38	€ 3,21
A9	Aircraft MTOW > 10.000 kg noise category G	per 1.000 kg MTOW	€ 2,09	€ 2,82



2.2.2. In case of a local flight, the landing fee will be computed as follows:

CHARGES TERRAIN FLIGHTS MAA 01-01-2026 - 31-12-2026				
CODE	CHARGES LANDING OR START	UNIT	CHARGES LANDING OR START 07:00-18:59 hrs lt	CHARGES LANDING OR START 19:00-06:59 hrs lt
B1	Aircraft MTOW ≤ 3.000 kg	charge	€ 19,17	€ 25,88
B2	Aircraft MTOW > 3.000 kg	per 1.000 kg MTOW	€ 6,39	€ 8,63

These tariffs are also applicable on flights whereby feigned landings, overshoots, approaches or low passes are made.

2.2.3. It is not allowed to operate with 'Chapter 2 aircraft' at the airport. An additional surcharge is imposed on the owner of such an aircraft who nevertheless lands at the airport, for example in the event of an emergency.

2.2.4. The surcharge for "Chapter 2 aircraft" but also for aircraft listed under noise category 0 in Appendix B, is € 7,500.00 per take-off or landing.

2.3. Passenger fee

The passenger fee is € 15,32 per passenger

This fee is not due for:

- transit passengers;
- transfer passengers;
- passengers under the age of two; and
- service passengers.

2.3.1 The passenger fee is due by the owner/user of the aircraft and will not be collected separately from the passengers.

2.4. Security charge

The security charge is € 12,56 per passenger leaving the airport.

This fee is not due for:

- transit passengers;
- transfer passengers;
- passengers under the age of two;
- service passengers.

2.4.1. The security charge is due by the owner/user of the aircraft and will not be collected separately from the passengers

2.5. Passengers Reduced Mobility

The PRM charge is € 0,77 per departing passenger.

2.6. Government air passenger tax

The national government has determined that an air passenger tax must be levied per departing passenger (Dutch Flight Tax). This tax is € 30,25 per departing passenger.



2.7. Transit Service Charge

The Transit Service Charge is € 3,56 per transit-passenger.

2.8. GIS Charge

The national government operates a scheme that excludes partial facade insulation for houses in the vicinity of the airport. Part of the costs for implementing this scheme are waived through a levy on civil aviation at the airport. This rate is differentiated based on the noise output of the equipment, which is based on the airport's classification used for noise classes. The basic rate is multiplied by the k-factor relevant to the noise class. The basic rate is specified in Article 8a.42 of the Aviation Act and amounts to €49.00 for 2026. The basic rate increases by €1.00 annually.

Geluidsklasse	Geluidscategorie	k
I	$\Delta EP_{NdB} > -11$	1,00
II	$-11 \geq \Delta EP_{NdB} > -15$	0,60
III	$-15 \geq \Delta EP_{NdB} > -18$	0,50
IV	$-18 \geq \Delta EP_{NdB} > -21$	0,45
V	$-21 \geq \Delta EP_{NdB} > -24$	0,40
VI	$-24 \geq \Delta EP_{NdB} > -27$	0,35
VII	$\Delta EP_{NdB} \leq -27$	0,30

If the airline does not provide a noise certificate, the noise charge is taken from a general table. This is, of course, higher than the calculated noise charge derived from the noise certificate.

The GIS Charge is calculated per landing.

2.9. Providing data

For the computation of the fees a statement of the number of passengers on board at departure of the aircraft and of the kind of flight is to be made to the company per flight by or on behalf of the owner/user of the aircraft **prior to** departure. Such data are to be provided - in the company's judgement - in a proper and controllable manner. The information should be sent to airportauthority@maa.nl for General Aviation flights and to operations@maa.nl for all other passenger flights. In case of non-compliance, computation will take place as follows: the passenger fee will be computed according to the seating capacity of the type of aircraft concerned on an "all economy" basis.

2.10. Exemption

The landing and take-off fees referred to under 2.2.1. - 2.2.2. - 2.2.3. - 2.3. - 2.4. - 2.5. and 2.7. will not be levied if it concerns aircraft which:

after having taken off from the airport return to it because of poor weather conditions, engine trouble or because of any other unforeseen causes without the aircraft having called at another airport.

ARTICLE 3: PARKING FEES

For making an aircraft stay on the parts of the airport destined therefor for general use, a parking fee per natural day or part thereof is due in accordance with the provisions laid down hereinafter under points 3.1. and 3.2.



3.1. Parking fee

3.1.1. The parking fee amounts to € 4,20 per 1,000 kg of weight (or part thereof).

3.1.2. No fee is due if parking takes place during a period shorter than six hours.

3.1.3. During special events, a surcharge of 25% can be submitted to the parking fees

3.2. Stay at the airport

If the stay of an aircraft at the airport for performing a local flight is interrupted, such a stay will be regarded as a non-interrupted one for computation of the parking fee.

ARTICLE 4: COSTS FOR PERFORMING TEST RUN

4.1. Test run

The charge for performing a test run is € 9,00 per 1.000 kg per session, with a minimum of 30 minutes / block.

4.2. Ground run

The ground run to check the systems before commencing a flight, will not be charged.

ARTICLE 5: COSTS FOR ASSISTANCE AND SERVICE PROVISION

5.1. The fees referred to in articles 2, 3 and 4 do not include costs for rendering any assistance of whatever nature.

5.2. The way in which such assistance and service provision are arranged and the fees to be levied therefor are determined by the company.

5.3. Assistance and service provision means, among other things, providing assistance with the anchoring of stationary aircraft, the guiding of activities in the maneuvering area, transport of individuals and the like, on request.

ARTICLE 6: FEE-RELATED OBLIGATIONS AND PERSONS LIABLE TO PAY FEES

6.1. For payment of the fees referred to in articles 2, 3 and 4 are severally liable the owner of the aircraft, the holder and user of it and the person acting as the authorized representative of the owner, holder or user.

6.2. All tariffs and fees stated in this Agreement are exclusive of duties or levies due on them.



ARTICLE 7: LIABILITY

7.1. The company is not liable for any damage caused to an aircraft because of or during its stay at the airport and for damage caused in/to the aircraft hangars located at the airport and in/to other buildings nor is the company liable for damage caused to its equipment or load or to the property of the crew or passengers of an aircraft or for personal injury caused to the crew or passengers because of or during that stay. The company is not liable either for any loss that might occur at the airport and in the aircraft hangars located at the airport and in other buildings at the airport.

7.2. The company does not assume any liability for damage that might arise because the airport, a part of it, or its accommodations - in the company's or any other body's judgement - cannot be made available temporarily.

7.3. The owner or user of an aircraft is liable towards the company for all damage that might be inflicted by his/her aircraft upon the property of the airport. He/She indemnifies the company at its first written request against all claims which third parties might bring against the company for damage inflicted by the aircraft concerned upon persons and/or upon property of third parties and for claims for damages because of loss as referred to in article 6.1.

ARTICLE 8: COMPANY INFORMATION

Maastricht Aachen Airport B.V.

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ARTICLE 9: COMING INTO FORCE

This Agreement will come into force from the 1st January 2026.

Maastricht Aachen Airport

Mr. A.H. Latour (Head of Aerodrome Services)



Appendix A: Table Charges

CHARGES OVERLAND FLIGHTS MAA 01-01-2026 - 31-12-2026				
CODE	CHARGES LANDING OR START	UNIT	CHARGES LANDING OR START 07:00-18:59 hrs lt	CHARGES LANDING OR START 19:00-06:59 hrs lt
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B2	Aircraft MTOW > 3.000 kg	per 1.000 kg MTOW	€ 6,39	€ 8,63
OTHER CHARGES MAA 01-01-2026 - 31-12-2026				
	ITEM	UNIT	CHARGE	
C1	Passenger Service Charge	per local departing passenger	€ 15,32	
C2	Passenger Security Charge	per local departing passenger	€ 12,56	
C3	Passenger Reduced Mobility Charge	per local departing passenger	€ 0,77	
C4	Parking (first 6 hrs free)	per 1.000 kg MTOW	€ 4,20	
C5	Testrun site (per occasion)	per 1.000 kg MTOW	€ 9,00	
C6	Surcharge Aircraft noise category 0	per landing or start	€ 7.500,00	
C7	Dutch Flight Taks	per local departing passenger	€ 30,25	
C8	Transit Service Charge	per transit passenger	€ 3,83	
C9	GIS Charge	depending on aircraft configuration		



Appendix B: Noise Categories Types

CAT I		CAT II		CAT III		CAT IV		CAT V		CAT VI		CAT VII	
Airbus A300	All aircraft not listed in noise categories I/II/III/IV/V/VI/VII	Airbus A310	All helicopters	Bombardier Global Express Cessna 500/560XL/750 Falcon 200/900/2000/7X Gulfstream IV/V/650 Hawker 750/800/800XP IAI Galaxy IAI - all other types Learjet 31/35/36/45/55/60SPX	BAe 146/Avro RJ series Bombardier CRJ700 Bombardier CRJ900 Canadair CL600 Canadair CL700/900	Boeing 717	BAe 125-800 Fokker 70 Boeing MD-90	BCS3 Canadair CL100/200 DHC (DH8D) Embraer 120/135/145	Airbus A340 Airbus A330-900	Airbus A220 Airbus A321-NEO Airbus A350 Airbus A380	Boeing 737-MAX8 Boeing 747-8 Boeing 787	Airbus 319-NEO Airbus 320-NEO	All aircraft ≤2 ton MTOW All fully electric aircraft
Airbus A320		Airbus A318											
Airbus A321		Airbus A319											
Boeing 727		Boeing 737-600/700/800/900											
Boeing 737 - all other types		Boeing 757											
Boeing 747-200	All aircraft not listed in noise categories I/II/III/IV/V/VI/VII	Boeing 767-400	All helicopters	Bombardier Global Express Cessna 500/560XL/750 Falcon 200/900/2000/7X Gulfstream IV/V/650 Hawker 750/800/800XP IAI Galaxy IAI - all other types Learjet 31/35/36/45/55/60SPX	BAe 125-800 Fokker 70 Boeing MD-90	Boeing 717	BAe 125-800 Fokker 70 Boeing MD-90	BCS3 Canadair CL100/200 DHC (DH8D) Embraer 120/135/145	Airbus A340 Airbus A330-900	Airbus A220 Airbus A321-NEO Airbus A350 Airbus A380	Boeing 737-MAX8 Boeing 747-8 Boeing 787	Airbus 319-NEO Airbus 320-NEO	All aircraft ≤2 ton MTOW All fully electric aircraft
Boeing 747-400		Boeing 777											
Boeing 767-100/200/300		Antonov 148											
Antonov - all other types		ATR42											
Bae - all other types		ATR72											
DC-8/9/10	All aircraft not listed in noise categories I/II/III/IV/V/VI/VII	Canadair CL601/604	All helicopters	Bombardier Global Express Cessna 500/560XL/750 Falcon 200/900/2000/7X Gulfstream IV/V/650 Hawker 750/800/800XP IAI Galaxy IAI - all other types Learjet 31/35/36/45/55/60SPX	BAe 125-800 Fokker 70 Boeing MD-90	Boeing 717	BAe 125-800 Fokker 70 Boeing MD-90	BCS3 Canadair CL100/200 DHC (DH8D) Embraer 120/135/145	Airbus A340 Airbus A330-900	Airbus A220 Airbus A321-NEO Airbus A350 Airbus A380	Boeing 737-MAX8 Boeing 747-8 Boeing 787	Airbus 319-NEO Airbus 320-NEO	All aircraft ≤2 ton MTOW All fully electric aircraft
Embraer 170/175		Embraer 190/195											
Fokker 27/50		Fokker 100											
Ilyushin all types		MD-11											
Lockheed all types		Sukhoi Superjet SU9											
Boeing McD MD 81/82/83/87/8	All aircraft not listed in noise categories I/II/III/IV/V/VI/VII	Shorts 360	All helicopters	Bombardier Global Express Cessna 500/560XL/750 Falcon 200/900/2000/7X Gulfstream IV/V/650 Hawker 750/800/800XP IAI Galaxy IAI - all other types Learjet 31/35/36/45/55/60SPX	BAe 125-800 Fokker 70 Boeing MD-90	Boeing 717	BAe 125-800 Fokker 70 Boeing MD-90	BCS3 Canadair CL100/200 DHC (DH8D) Embraer 120/135/145	Airbus A340 Airbus A330-900	Airbus A220 Airbus A321-NEO Airbus A350 Airbus A380	Boeing 737-MAX8 Boeing 747-8 Boeing 787	Airbus 319-NEO Airbus 320-NEO	All aircraft ≤2 ton MTOW All fully electric aircraft
Tupolev all types													
Yak-42													
Beech all types													
Cessna 650													
Falcon 10/20/50	All aircraft not listed in noise categories I/II/III/IV/V/VI/VII		All helicopters	Bombardier Global Express Cessna 500/560XL/750 Falcon 200/900/2000/7X Gulfstream IV/V/650 Hawker 750/800/800XP IAI Galaxy IAI - all other types Learjet 31/35/36/45/55/60SPX	BAe 125-800 Fokker 70 Boeing MD-90	Boeing 717	BAe 125-800 Fokker 70 Boeing MD-90	BCS3 Canadair CL100/200 DHC (DH8D) Embraer 120/135/145	Airbus A340 Airbus A330-900	Airbus A220 Airbus A321-NEO Airbus A350 Airbus A380	Boeing 737-MAX8 Boeing 747-8 Boeing 787	Airbus 319-NEO Airbus 320-NEO	All aircraft ≤2 ton MTOW All fully electric aircraft
Gulfstream II/III													
Hawker 700													